

KALAKAUA AVENUE IMPROVEMENT HAS ANOTHER SETBACK

Territorial Hotel Company and Guardian Trust Protest Against So-Called Squeeze Surfacing

THEY DEMAND CHANGE IN ADOPTED MATERIAL

Unless Supervisors Come To Terms, Work Will Be Held Up Six Months

At what the city supervisors prayerfully hope was their final public hearing on the subject of the famous Kalakaua avenue paving, the Territorial Hotel Company and the Guardian Trust Company filed a new protest against the improvement last evening. Their objection is to the so-called squeeze surfacing for the concrete base suggested by City Engineer Collins, and they state that the protest is to be considered withdrawn if the board will accept the proposition of the Bitulithic Paving Company to use a two-inch bitulithic surfacing instead.

Attorney E. W. Sutton, who attended the meeting as representative of the protesting property owners, insisted that a number of other owners whose protests had been heard by the board last January, are still protesting and that the total amount of frontage represented by these and the two companies mentioned is more than fifty-five per cent of all the frontage affected along Kalakaua avenue by the proposed project.

Legal Problem Is Involved
C. N. Arnold, chairman of the road committee, and Deputy City Attorney Crispy took issue with Sutton on this statement, however, insisting that the only protests now before the board are the two filed yesterday. The city engineer's figures show that these two have a frontage of only about twenty-three per cent of the total.

A legal problem is involved in the matter, it seems, and the deputy city attorney will undertake to solve it and ascertain whether Attorney Sutton's statement has basis in legal fact.

If Sutton's figures are incorrect, preparation for the improvement will go ahead in the near future; if Sutton is right, there is a prospect that the entire matter will be held in abeyance at least another six months.

The Bishop Estate, one of the largest landowners affected in the Kalakaua district, withdrew its protest early in the year. G. H. Gear, the Estate's land agent, informed the board last night that while the trustees still would prefer bitulithic to squeeze dressing for the pavement, they would enter no objection to the latter, hoping to get some kind of decent going along the thoroughfare.

Evans Wants Good Roads
"We want the board to remember that what the Bishop Estate seeks now is a good road, just as soon as you can give it to us," he said.

Sutton made it plain, however, that the Territorial Hotel Company and Guardian Trust Company entertain no such idea, and that they stand ready to block the improvement for six months more if the board does not accede to their wishes and they are able to hold up the affair.

After all the discussion ended, Supervisor Logan, commenting on the position of these two owners, recalled that only recently the automobile insurance man in the vonHamm-Young Company's service had condemned Kalakaua avenue's condition and threatened to cut off further automobile insurance until that road is put into shape.

"Thus the same people who are seeking to block us now are condemning the highway we want to make safe," said he. "It surely does seem that we must always be between the devil and the deep blue sea."

Speaking before the board, Attorney Sutton said his clients, looking at the pavement matter in a purely financial way, consider that they will get more for their money with bitulithic, two-inch surfacing than with the squeeze; that it would be an immense saving in the long run, though the initial expense, for the entire district, would be increased approximately \$8000.

"I don't think that even your city engineer looks upon the squeeze as more than a temporary make-shift, which will be replaced within a very few years," said the lawyer.

Six Months' Holdup Threatened
He added that he believed more than fifty-five per cent of the frontage in the street to be paved is represented by those having protests before the supervisors, and that if the board is determined to use squeeze, over the protest of this fifty-five per cent, it can not proceed to so improve the thoroughfare until six months after the protests were filed. He figured yesterday could be considered as the date of some of the protests.

KAIWIKI ACCIDENT MAY CAUSE DEATHS

Four Men Who Fell From Lofly Platform of Mill In Precarious Condition

(Mail Special to The Advertiser.)

HILO, July 17.—Before the eyes of two or three hundred men, women and children, four men tumbled from a lofty platform on the top of the tower of the Kaiwiki Sugar mill, last Sunday afternoon, falling forty or more feet to a shed roof and thence to the ground. All four were rushed to the Hilo Hospital, where it was thought at first that two at least were fatally injured, but Monday afternoon it was stated by Dr. L. L. Sexton that they have a chance for life.

The accident was the culmination of the celebration of the opening of the sugar mill, which was recently finished under a cooperative agreement to handle the sugar cane of the Portuguese homesteaders and Japanese cane growers of that district.

The injured men are: Alfred Silva, manager of the Kaiwiki mill; vertebrae fractured and chest crushed in, may die. H. C. Anderson, chief engineer of Kaiwiki mill; severe internal injuries, bruises and cuts.

Ono, head carpenter of Kaiwiki mill, a Japanese; head cut open, badly bruised and cut, may have internal injuries. Nakamura, Japanese cane planter; severely cut and bruised, reported in a serious condition.

Unknown boy, foot badly cut by a flying piece of glass; taken to his home in an automobile. As so many Japanese were taking part in the celebration it was determined to have one part of the ceremony devoted to them and for this purpose a small platform had been built upon the top of the mill tower.

This was a flimsy concern, reached by a ladder from the roof of the mill, and was only intended to hold three or four persons, who would throw small ceremonial cakes to the crowd. In these cakes were small pieces of money, nickels and dimes.

Capt. of Police E. Da Silva, just before the time came for this distribution of cakes, states that he warned Manager Silva that this platform was unsafe and that the cakes could be thrown from the window of the mill. But Chief Carpenter Ono and the other Japanese insisted that the platform would do for the ceremony and that the ceremony made it necessary that the head men of the concern should throw out the cakes.

Anxious to please Mr. Silva, Mr. Anderson, Ono, Nakamura and several others who followed to see the fun from such a vantage point, climbed to the top of the tower. Ono, Silva and Anderson did the throwing of the cakes, they had already thrown two or three when suddenly the light railing gave way as Silva and Anderson made a throw together and the two men toppled over, one after the other, followed by the two Japanese, who clung in the air and seemed to strike the roof together.

Mr. Silva struck first on the back of his neck and shoulders upon the heavy framework supporting a skylight, breaking the thick glass, part of which rained down on guests, including several women, below in the mill, where the lunch had been spread. From the roof Silva rolled over and fell to the ground a distance of about twelve feet, landing again on his head.

Anderson struck the roof within two feet of where Silva fell and also rolled to the ground, where he was picked up unconscious, placed in an automobile and rushed to the hospital. He was bleeding freely from the nose and mouth and it was feared that his skull was fractured, but this was found to be not a fact, but that the effusion of blood was from internal lacerations.

When the two Japanese struck the roof they seemed to fly apart like a bomb, then rolled over and bounced to the ground. Both were taken up unconscious and placed in the first available automobile and rushed to the hospital. Ono, especially, appeared to be the worst hurt at the time, but it developed that this was due to a great cut on the top of his head and to the fact that his face was more or less smashed, but as a matter of fact he is the least injured of the four.

Immediately after the accident happened the roof present was horrified to see another Japanese on the flimsy platform lean over and threaten to commit suicide if his "boss" was dead, by jumping from the roof. This man had apparently been drinking for he first threw his cap to the ground on the side where there was no roof and then deliberately jumped. The crowd rushed around the building, expecting to find another mangled victim, but found the would-be hara-kiri man standing on his feet and looking very much surprised to find himself alive. He was unhurt.

At the Hilo Hospital, House Surgeon Sexton called for help and Drs. S. R. Brown, Fred Levin and County Physician S. L. Shaw responded. The victims of the accident were treated as well as possible, but Sunday night it was determined to perform an operation upon Silva in hopes of saving his life. The four physicians finished on this case between one and two o'clock Monday morning.

The fractured vertebrae was replaced and parts of the bone removed, while the broken breast bone was lifted into place and the ribs set. It was found that the spinal cord had not been severed, but that it was severely bruised. If this cord knits Mr. Silva will recover and in time recover the use of his limbs. At present he is paralyzed. At a late hour today it was stated that the patients were resting as well as possible.

Assessment per running foot of frontage from \$4.81 to \$5.51. The board held the protests under advisement and will assist the opinion of the city attorney's office before making its next move.

Huge Minnesota Reported Sold to Japanese Toyo Kisen Kaisha

GREAT NORTHERN STEAMSHIP MINNESOTA, Reported Sold To the Toyo Kisen Kaisha, Japanese, For \$3,000,000. She Is the Largest Vessel On Pacific Ocean and Is Considered Greatest Cargo-carrier In World



San Francisco Officials Refuse To Confirm Rumor; Price Given As \$3,000,000

(Special Cablegram to Nippon Jiji.)

SAN FRANCISCO, July 18.—The Great Northern Steamship, Minnesota, now at San Francisco, is reported to have been sold to the Toyo Kisen Kaisha, which offered \$3,000,000 for her. Branch officials and Ralston, Guthrie & Co., charterers of the vessel, refuse to confirm the report.

There have been reports from San Francisco several times since the Minnesota was towed into that port December 15 that she was about to be sold. It was understood generally when she departed from Seattle November 14 that she was to be offered for sale in London, whither she was bound.

Has Two of Big Four
The T. K. K. already has bought two of the Big Four of the Pacific Mail, the Korea and Siberia, having paid the Atlantic Transport line \$2,000,000 each for them two months ago, and it is understood that it tried to get the Manchuria and Mongolia at the same time. If it has bought the Minnesota, its investments in American vessels will aggregate \$7,000,000. Besides, it bought the old Pacific Mailer Persia (British), and would have taken the China also, but President Asano refused to pay the price demanded, and the newly organized China Mail took her for \$300,000.

Trans-Pacific passenger liners now owned by the T. K. K. are: Shikoku Maru, Teiyu Maru, Siberia Maru, Korea Maru, Persia Maru, Nippon Maru, Kyo Maru, Anyo Maru and Seijo Maru, the last three being on the South American line, and the Siberia and Korea not having been started on the Honolulu run yet.

Last month the T. K. K. increased its capital stock from yen 13,000,000 (\$4,500,000) to yen 22,750,000 (\$11,375,000), and negotiations have been completed between it and the Yasuda bank for a loan of yen 2,000,000—measures which give the Japanese company abundant resources. The intent even seems to be to increase the capital to yen 25,000,000. When the increase was announced at the stockholders' meeting in June it was said that the new capital would provide for the construction of five vessels.

Were White Elephants
Shipping men probably will wonder what the T. K. K. will do with her, if the report of the sale is correct, for she and the Dakota were white elephants on the hands of James J. Hill. One fact always urged against her successful operation was her immense size.

She seldom had good cargoes until the war broke out. In time of war she would have been immensely valuable to the American government, as she can carry a brigade of soldiers, and she would be just as valuable to the Japanese government. Sale to the T. K. K. would be important from a military as well as from a commercial standpoint. The Minnesota carries passengers, but is principally a freighter.

Greatest Cargo Carrier
The Minnesota is regarded generally as the greatest cargo-carrier in the world, and she was by far the largest vessel on the Pacific. Dimensions of the Minnesota and of the Manchuria, the largest vessel that made Honolulu a port of call, are given, so that comparison can be made:

| | Minnesota, Manchuria | |
|---------------|----------------------|--------|
| Gross tonnage | 20,718 | 13,638 |
| Net tonnage | 13,323 | 8,750 |
| Length, feet | 692 | 699 |
| Beam | 73.5 | 65.3 |
| Depth of hold | 19 | 22.1 |

The Minnesota was built at New London, Connecticut, in June, 1906, by the Eastern Shipbuilding Company for the Great Northern Steamship Company. She is equipped with two three-cylinder triple-expansion engines, is twin-screw, and has twelve bulkheads. Her sister, the Dakota, was lost in the Island Sea, Japan, and the Minnesota herself struck in the Island Sea last year, but was salvaged.

She sailed from Seattle November 14, 1915, with a cargo for London. At that time Alexander Baillie, Seattle manager of Balfour, Guthrie & Co., announced that she carried 25,000 tons dead weight, including coal, cargo alone being 22,000 tons; the greatest ever carried on any ocean. She had 70,000,000 pounds of wheat and barley, 4,000,000 pounds of fish, 2,000,000 pounds of lumber, 120,000 pounds of hops, and other freight.

Towed to San Francisco
A month later, December 15, she was towed into San Francisco bay, helpless, all sixteen boilers being out of commission, due, it was said, to salt water getting into them, but first reports, never wholly downed, were that chemicals had been placed in the water. Since then she has been receiving new boilers at San Francisco at a cost of \$200,000, and is to be ready for service again in September.

When she is fully loaded the Minnesota draws about fifty feet of water, which shuts her out of the Panama Canal, and she was to go to London via the Straits of Magellan. This draft would prevent her entering Honolulu harbor when fully loaded.

JUDGE T. B. STUART ATTACKS PRESIDENT IN BITING LETTER

Accuses Mr. Wilson of Having Been Worst Enemy of Hawaii Homesteaders

APPOINTMENT OF PINKHAM ALSO IS BITTERLY SCORED

Jurist Says It Showed President As Champion of Peonage in Islands

The text of the much discussed letter which Judge T. B. Stuart left at the White House for President Wilson a month ago has finally reached Honolulu. A copy of the letter came by the steamer Matsonia yesterday. It is even more bitter than the first report of it indicated.

Judge Stuart condemns Secretary of the Interior Lane for supporting Governor Pinkham and for his homestead policies, which are indelibly associated with peonage, he asserts. He condemns Attorney-General Gregory for appointing Chief Justice A. G. M. Robertson and Judge W. W. Whitney and he scores the President for sanctioning these things.

Striking Paragraphs
These are the striking paragraphs from the missive: "The appointment of Pinkham and continuing him in position against the universal condemnation of homesteaders and the people generally places you, Mr. President, in the position of the worst enemy the poor homesteaders ever had."

"The act of the Attorney-General in causing you to name Robertson places you in a position of a champion of peonage. The appointment of Whitney reinforces the conclusion, and so does the prior appointment of Pinkham."

The letter is valuable at least for one thing. It shows convincingly the attitude of Attorney-General Gregory and Secretary of the Interior Lane toward the Democrats of Hawaii. Speaking of these two cabinet members, Judge Stuart says to the President:

Disbelieved Democrats
"They claimed that the Democrats of Hawaii were not only a bad people but very bad. Both of these good men echoed their inability to believe the statements of the Democrats of Hawaii."

Later on the jurist states that Mr. Lane told John H. Wilson, L. L. Macfarlane and M. C. Pacheco, delegates to the St. Louis convention, that he would not believe any Democrat from Hawaii.

Judge Stuart ends his letter by saying that his leave of absence expires July 31 and that his resignation will be in August 1.

RAYMOND PREDICTS BOURBONS WILL WIN

Maui Physician Sees Victory Ahead For Wilson

Dr. J. H. Raymond, returning from St. Louis and New York yesterday by the steamer Matsonia, is confident that President Wilson will be elected in November. In the fact that New York is betting two to one in favor of Hughes Dr. Raymond sees victory ahead for President Wilson.

The Maui physician left here two months ago for St. Louis to contest a seat in the convention. He lost out in the fight through what he brands the unfair influence of John H. Wilson, national committeeman.

Dr. Raymond called Judge Stuart's letter to the President the "most astute piece of literature" that ever found its way to Washington.

He will be in the city a day or two before returning to Maui.

FAILURE TO PROVIDE HAS ITS LIMITATION

A wife is not entitled to a divorce on the ground of failure to provide, if she deserts her husband or lives apart from him without reasonable cause, is the ruling of the supreme court in a decision handed down yesterday in the case of Manuel P. Costa against Mary P. Costa.

ONLY A BACKACHE

At first it may be only a backache, and too many people either wait for it to wear away or try to drive it out with liniment or a plaster. Don't mistake a kidney backache. Put that pain to use. It is too valuable a warning to be overlooked. Suspect your kidneys. The kidneys are in the small of the back, and are quite likely to ache and throb if sore, congested or inflamed. If it is the kidneys that are aching there may be other conditions to confirm the suspicion, such as too frequent, scanty or painful urination, and sediment in the urine; dizzy spells, and recurring headaches, nervousness and a dull, tired state. Then it's time to use Doan's Backache Kidney Pills. Doan's Backache Kidney Pills are sold by all druggists and storekeepers at 50c. a box (six boxes \$2.50), or will be mailed on receipt of price by the Hollister Drug Co., or Benson, Smith & Co., agents for the Hawaiian Islands.—Adv.

FIVE SOLDIERS IN SMALL BOAT PROBABLY LOST

Members of Engineer Corps, Stationed At Fort Shafter, May Have Perished

ARE DRIVEN OUT TO SEA RETURNING FROM SURVEY

Naval Tug Navajo and Lighthouse Tender Columbine Are Searching For Party

Probably driven out to sea in a small power boat, after they had left Waianae for Pearl Harbor, early Saturday morning, Cpl. William O'Reilly and Pvt. Michael Clark, Thomas W. Murphy, Silas P. Birdsell and Raymond W. Sinkler, Company I, Engineer Corps, U. S. A., stationed at Fort Shafter, had not been rescued up to early this morning, or a trace of their boat found by either the naval tug Navajo or the lighthouse tender Columbine, who have been searching the adjacent waters diligently for any trace of the missing men.

According to First Lieut. Albert K. Lyman of Company I, the men were equipped with five days' rations and in an emergency would be able to hold out for about seven days. The boat is of the United States navy sailing launch type, equipped with a rudder attached motor, and sails, and would be able to hold out in a heavy sea.

Searchers Put Out To Sea
With their search lights playing over the waters, the Columbine and Navajo steamed together last night patrolling the shore and sending landing parties into coves. What was found that the men were not marooned on shore nor the boat wrecked, the steamers put for open sea early this morning, and a trace of the men, it is hoped, will be found by the searchers today.

The men were part of a surveying detachment of twenty-eight men, who have been stationed on the other side of the island completing hydrographic surveys. Receiving orders from Fort Shafter to return to the camp, to participate in target practice, twenty-three men returned to the post in the train, and the detachment of four experienced and responsible men, under the command of Corporal O'Reilly, was detailed to return to Pearl Harbor in the sailing launch.

Heavy Sea Delays Start
The men decided to put from Puukia Friday night at half-past nine o'clock, but owing to the heavy sea, camped at the home of a fisherman, until half-past twelve o'clock, when another attempt to brave the running breakers was made. After an unsuccessful trial to launch the boat, the men put back to Puukia, and when the sea had abated, early Saturday morning, they set sail for Pearl Harbor.

Several Japanese fishermen who were aroused to pass in the vicinity of the soldiers' camp, reported yesterday that they had seen no trace of the men. Practically all hopes of rescuing the men were abandoned by Fort Shafter officers last night. One theory advanced was that the men encountered a heavy sea, in which a small motor could gain little head way, sails were set, and instead of returning by way of Halawai, the men steered for Pearl Harbor via Koko Head and Honolulu. The missing men are seasoned soldiers with excellent records.

MEDICAL OFFICERS ORDERED TO BORDER

Vine Surgeons Will Leave in Next Army Transport

Nine officers of the Medical Department, U. S. A., in Onahu, are under orders to leave the Islands for temporary duty at the Mexican border, in the next transport. The order transferring them was received at Hawaiian Department Headquarters by cable yesterday morning.

Brig-Gen. R. K. Evans, commanding the department, immediately issued the following order:

"Pursuant to telegraphic instructions from the war department, the following officers of the Medical Department are relieved from duty in this department at such time as will enable them to proceed in the first available transport to San Francisco, where upon arrival they will report by telegraph to the commanding general, Southern Department, for assignment to temporary duty in that department."

Maj. Gideon McD. Van Poole, Matthew A. De Laney, Capt. Frederick H. Foucar, Jay D. Whitman, James F. Johnston, Samuel S. Craghton, Sanford W. French, Neal N. Wood and Albert P. Clark."

VOLLMER SETS WORLD'S RECORD FOR 500 METERS

(Associated Press by Federal Wireless.) ATLANTA, July 18.—Herbert Vollmer of Columbia University set a new world's record for the 500-meter swim here yesterday. Vollmer's time was 6 minutes 51.5 seconds.